

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 03/31/1998

IAD96LA066					
File No. 1950	04/23/1996	WASHINGTON, DC	Aircraft Reg No. N776FE	Time (Local): 21:41 EDT	
				Fatal	Serious
Make/Model:	Cessna / 208				Minor/None
Engine Make/Model:	P&W / PT6A-114A		Crew	0	0
Aircraft Damage:	Substantial		Pass	0	1
Number of Engines:	1			0	0
Operating Certificate(s):	Cargo; Supplemental; On-demand Air Taxi				
Name of Carrier:	MOUNTAIN AIR CARGO INC.				
Type of Flight Operation:	Non-scheduled; Domestic; Cargo				
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter				
Last Depart. Point:	Same as Accident/Incident Location		Condition of Light:	Night/Bright	
Destination:	RICHMOND , VA		Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport		Basic Weather:	Visual Conditions	
Airport Name:	WASHINGTON DULLES INTL		Lowest Ceiling:	8500 Ft. AGL, Broken	
Runway Identification:	30		Visibility:	20.00 SM	
Runway Length/Width (Ft):	10501 / 150		Wind Dir/Speed:	300 / 020 Kts	
Runway Surface:	Concrete		Temperature (°C):	15	
Runway Surface Condition:	Wet		Obstr to Vision:	None	
			Precipitation:	None	
Pilot-in-Command	Age: 35		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft:	5241	
Airline Transport; Multi-engine Land; Single-engine Land			Last 90 Days:	102	
Instrument Ratings			Total Make/Model:	2840	
Airplane			Total Instrument Time:	476	

The pilot stated that after being cleared by the tower to taxi into position and hold on runway 30, the aircraft began to skid on the threshold markings. The right wing raised up and the airplane came to rest on the left wing and propeller. The winds were reported to be out of 300 degrees at 17 knots, with gusts to 30 knots. The airplane continued to skid off the runway onto the overrun. The pilot stated that he felt like he had taken every precaution and that the accident was a result of the gear sliding on the painted surface of the threshold which was slick in spots from an earlier rain storm.

Brief of Accident (Continued)

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: TAXI - TO TAKEOFF

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to maintain control of the aircraft while taxiing for takeoff. Related factors were the wet runway and the gusty crosswind.